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[87-9]

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日十三月正年辰丙

HONGKONG, FRIDAY, MARCH 3RD, 1916.

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[338]

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11.30 " to 12.45 p.m.	" " 15 "
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1.15 " to 1.45 " "	" " 15 "
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Hongkong 15th June, 1916. 51

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[36]

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1.00 a.m.	1.00 a.m.	1.00 a.m.	1.00 a.m.
1.00 p.m.	1.00 p.m.	1.00 p.m.	1.00 p.m.

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[69]

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[301]

Hongkong, 18th February, 1916.

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[15]

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[25]

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[121]

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1st February, 1916. 131

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159

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NEW MODELS

JUST RECEIVED.

INSPECTION INVITED.



THE BLOCKADE OF GERMANY.

LEGAL ASPECTS.

(BY A LEGAL CORRESPONDENT OF THE TIMES.)

In the discussion in the House of Commons of the motion for tightening the "blockade" it will be advisable to distinguish clearly between issues which apply to the whole of the world and those which apply to the particular case of Germany. With the important questions of policy involved in the motion, the remarks are not concerned. They deal with the Prize law administered by the Prize Court and by neutral Prize Courts, and in order to avoid a common error of misunderstanding they deal in their entirety with these questions apart from the Declaration of London. That instrument, which has not been ratified, and which was prepared too much on the assumption that England was to be a neutral, in many binds us.

CONTRABAND.

From the nature of modern warfare, which presses into its service all the resources of industry, it has been necessary to enlarge greatly the list of articles of contraband, both absolute and conditional. In some degree that necessity was evidenced in the American Civil War, and in the Russo-Japanese War. But as the present war proceeded it was found necessary to a degree never before known to multiply by some nine proclamations the article of contraband, which now amounts to over 800 varieties, the largest number ever proclaimed. Until the American Court recognized the doctrine of continuous voyage and that doctrine became as it has become, part of the law of nations, there could, it was said, be no contraband unless the ship conveying the goods was on its way to an enemy port; a rule which would have effectively prevented us stopping in contraband goods going to Germany by way of Holland or Denmark. It was left to American Courts to take distinctly a more rational view—to look to the destination of the goods rather than the ship and to justify the condemnation of goods intended to go, though ostensibly, to the enemy's forces. Our Admiralty and Prize Court have acted upon that doctrine. By a serious risk attaches to the exercise of this power. In the case of conditional contraband (such as grain, wheat, foodstuffs, etc.) it must be shown to the Prize Court not only that they are on their way to an enemy's country, but (which is apt to be forgotten by those discussing the subject) that they are intended to be used by the enemy's forces, naval or military or Government.

That is the law administered by our Prize Court and it is a law often difficult to satisfy. Though strong suspicion may exist, the proof required for condemnation may not be forthcoming; and if the cargo is released, there is sure to be a claim for damages, which may run into large figures.

BLOCKADE.

In the course of the war there is not and never has been a blockade in the strict sense, that is, the prohibition of ingress to or egress from enemy ports only. The Order in Council of March 11st, 1915, did not proclaim one. It purported to do more; it actually did less. Nor will the mere proclamation of a strict blockade necessarily avail us unless we go a step further. We are in fact confronted with a difficulty (though in a far lesser degree) such as the United States experienced in 1861-63. Though our fleets have had, for some centuries, ample experience of blockades of individual towns and the adjacent territory—though Howe, St. Vincent, Nelson, and Collingwood did wonders in such operations—the attempt to blockade a long line of coast with easily accessible adjacent neutral territory was made for the first time in 1861. Neutrals took advantage of such ports as Nassau in British territory, and of Matamoros in Mexican territory, to convey goods to these ports, and to forward them thence to the Southern States. If the goods were of the nature of contraband, a Prize Court, applying the doctrine of continuous voyage, could condemn them. But what if they were not of that character—if, for example, they were foodstuffs or other articles intended for consumption by the general population? This question came before the Supreme Court in the *Stephen Hart*, the *Hermuda*, and the *Springbok*. In the last-named case the Court distinctly applied the principle of continuous voyage to blockade.

"We do not now refer to the character of the cargo for the purpose of determining whether it was liable to condemnation as contraband, but for the purpose of ascertaining its real destination; for we repeat, contraband or not, it could not be condemned if really destined for Nassau and not beyond; and contraband or not it must be condemned if destined to any rebel port for all rebel ports were under blockade. Upon the whole we could not doubt that the cargo was originally shipped with intent to violate the blockade; that the owners of the cargo intended that it should be forwarded at Nassau into some vessel more likely to succeed in reaching safely a blockaded port than the *Springbok*; that the voyage from London to the blockaded port was as a cargo, both in law and in the intention of the parties, one voyage; and that the liability for condemnation, if captured during any part of that voyage, attached to the cargo from the time of sailing."

Substitute Rotterdam or Copenhagen for Nassau, "railway" for "vessel," and these words substantially apply to a large mass of imports which have indirectly, through neutral channels, been poured into Germany. Our Government, though pressed by the owners of the cargo to protest against the decision, refused to do so. The counsel for the owners in the *Springbok* case (the late Sir George Melles and Sir Vernon Harcourt) did not dispute the law as laid down by the Supreme Court, and the decision was approved by the International Commission sitting under Article XII. of the Washington Treaty. The doctrine in the *Springbok* case has been much criticized, and it is repudiated by the Declaration of London. But it embodies the opinion of the highest Court of the United States. It is also true—and it cannot be too emphatically stated—that under

SHIPPING NOTES.

A fire broke out on board the O.S.K. *Panama-maru* on February 5th. The vessel arrived at Yokohama from San Francisco the same morning. The flames were extinguished in an hour. About 50 bales of raw cotton were damaged by water, but no damage was sustained by other cargo.

FIRE ON THE "IYO-MARU."

MUCH COTTON BURNED.

A fire broke out in No. 5 hold on board the N.Y.K. *Iyo-maru*, 6,320 tons, on the Bombay run, at anchor alongside the Wada Pier, Hyogo, on February 14th. At the time 25,700 bales of raw cotton to be delivered to the Kobe Pier Company were being discharged, to be conveyed into the godowns of the Tokyo Warehouse Company, Wada. Of 5,330 bales still remaining on board, 700 bales, which were in No. 5 hold, were destroyed, and No. 4 hold also caught fire. The flames were extinguished in two hours. The damage sustained is estimated at about ¥80,000.

SHIPPING RECORDS OF SHANGHAI IN 1915.

Although it is at present difficult to say exactly how far Shanghai has suffered on account of the shortage in tonnage, due to the war, it is interesting to note (says the *N.Y.C. Daily News*) that, generally speaking, the figures of 1915 compare very favourably indeed with those of the previous year. In all, the tonnage entered inward and cleared outward during the year amounted to 16,850,000 tons, as compared with 13,950,000 tons for 1914, showing a decrease of some two million tons. The shrinkage in tonnage is not as large; by half as it would seem from a cursory examination of the figures, for the 1914 total has the advantage of 1,125,000 tons of Austrian and German shipping, which was only represented in 1915 to the extent of 637 tons.

Roughly speaking, there was a falling off in the tonnage of the Entente which entered and left the port. Great Britain fell off by about a million tons or about fourteen per cent. France about 140,000 or thirty per cent., while Japan increased by 433,000 in round figures, or about nine per cent.

The round figures showing the shipping of various nations dealt with by the Chinese Maritime Customs during the past year are as follows:—

American	314,000
Austrian	677,000
British	8,778,000
Danish	85,000
Dutch	147,000
French	304,000
German	637
Japanese	5,137,000
Norwegian	146,000
Russian	209,000
Swedish	47,000
Chinese	3,681,000

ALLEGED "CONSPIRACY" IN FORMOSA.

NEARLY NINE HUNDRED PERSONS SENTENCED TO DEATH.

According to an official report received by the Japanese Home Office from Mr. Shimomura, Chief of the Civil Administration in Formosa, 1,431 natives have so far been tried and sentenced on a charge of conspiracy. Of the total, 878 have been sentenced to capital punishment; 19 to penal servitude for fifteen years; 64 to twelve years' penal servitude; 1 to ten years' penal servitude; and 273 to nine years' penal servitude. Eighty-six persons have been acquitted.

modern conditions as to railways a blockade of any Continental country is impossible unless the doctrine of continuous voyage is applied to blockades, as well as to contraband. Without that doctrine a blockade can be effectual only as to insular countries, such as England and Japan.

A strict and regular blockade means the prohibition of exports from Germany. No doubt there will be attempts, more and more frequent and ingenious, to evade capture by shipping goods in the names of neutral consignors at neutral ports. Prize Courts look with great suspicion on sales to neutrals by belligerents during, or on the eve of, war. If the transactions are merely formal, as they often are, intended to defeat the right of capture—if the German manufacturer was the real owner, the letter or documents notwithstanding—they would be disregarded. The real difficulty is that in the case of genuine transactions, if the Declaration of Paris is adhered to, enemy's goods would be immune when carried on neutral vessels.

To sum up the chief legal issues involved in the discussion:—
(1) International law is living jurisprudence. The question is not entirely what Lord Stowell decided, but what he would have decided in the present circumstances and economic conditions.
(2) To constitute articles of commerce contraband a mere declaration is not enough. Nor is the fact that the goods are probably on their way to Germany; there must be some proof that the particular articles are going to the enemy's forces or Government.
(3) Blockade, properly so called, is applicable only to enemy territory, not to neutral ports.
(4) Blockade of Germany must consequently be ineffectual unless the doctrine of continuous voyage, now part of international law as to contraband, is applied to it as well as to contraband.

LIFE AFTER THE GREAT WAR.

WAR.
MORE ABOUT ITS CHANGES.

[BY TWELLS BREV.]

I have received a letter from a spirited octogenarian. "Directly peace is declared," he says, "I intend to take a prolonged tour over the battlefields of Europe."

My young-hearted octogenarian had better reconcile himself to postponement of his tour as a celebration of his ninetieth year. Not until about then will Europe be able to receive him with such comfort as even nonagenarians appreciate. Europe would rather that he and all other tourists stayed at home for several years after the war is over. For directly the war is over there will be a placard over the gates of almost every familiar travel route of Europe; its legend will be "Admission on business only."

There are forecasts of a mighty crossing of American tourists directly after the war for "conducted" explorations of that tangled Gogatha that stretches from the sea to Switzerland and among the blackened remains of the war-ravaged cities of Belgium and Northern France. But if the tourists are hardy enough to come they will be like visitors who descend upon a host who has just seen his walls go down in an earthquake, and whose family and servants are straining with rope and pickaxe among the ruins. If the tourists want to make sure of their tour they will have even now to charter their ships, because after the war tonnage will be precious and state-rooms and saloons will remain dismantled for the cargoes of the rebuilders and the foodstuffs for empty granaries. The tourists should bring also their own motors or wagons for land transport. Half of the railway lines in the "touring" district are twisted wreckage, two-thirds of the rolling stock lies in war's great scrap heap. The tourists should also bring tents and camping equipment, and even their own commissariat. Towns left inhabitable will be overcrowded during the rebuilding epoch; hotel life will not have been reorganised; millions of the lean and hungry and dispossessed will have first claim on shelter and slowly increasing food supplies.

One tourist only will be welcomed after Armageddon. He will carry plans and drawings instead of camera and picture-postcard album. His name will appear in contracts rather than in visitors' lists. His luggage will be spades, trowels, and iron girders. The traveller's tucked-up shirt sleeve is going to be more fashionable than the traveller's dinner jacket for a generation to come.

We easy British will feel the draught of the new travel discomforts, even when we visit our good Allies, even in leaving or entering our own free country, even in travelling in our own country. If there is one Continental restriction we have decided and disliked more than any other it is the passport. But we have a strict passport system ourselves to-day in war time, and it is certain that we will continue it in peace time, just as we will be same enough to continue the safeguard of national registration. For our eyes are now opened to the Teutonic meaning of "peaceful penetration," our ears have heard the Teutonic whisper of "the war after the war," we know now what was the meaning of that chain of excellent German hotels that linked all our coast resorts and strategic and naval and military towns, and the mission of all their alert, courteous and attentive German proprietors and German staffs. The passport will henceforth help us to sift out our alien settlers and visitors and sort out the natives of that country whose emigrants and travellers will henceforth be lepers among civilised men.

Even travel at home will for long not be as easy and comfortable as it was in the old days. It is scarcely likely to be as cheap again. The excursionist has seen his zenith, and the weekend is in his nadir. How long will it be before all those cancelled trains, all that choice of swift express, creep into the time-tables again? How long before there will again be so many trains, and such long trains, that the third-class, long-distance passenger will be able once more to feel resentment when he cannot get a corner seat? The railway companies have much to build up; the war has taught them the meaning of "wasteful competition"; they have pooled traffic; they have pooled rolling stock; they have found that three expresses two-thirds empty, starting from three different London termini at almost the same hour for Birmingham or Edinburgh, can be substituted by only one express from one of the termini. Railway companies are human concerns with very human instincts of self-interest. Why should they be in a hurry to replace the old time-tables? There are people who talk of nationalisation of the railways after the war. But has ever a Government Department been as generous to its public as a private corporation? Whatever happens to the railways, the traveller's golden days are gone.

With the shrinkage of travel will come a shrinkage of all the paraphernalia, the pomp, and the ceremonies that hung upon the people who could afford the magic carpet. It is safe to say that, for many a year, Europe will see no more rebuilding of mammoth palace hotels and shining chateaux. The palaces that remain will have to be made some of the grandeur both of their service and their tariffs. We are all going to be working people in Europe in the to-morrow, and we will have little admiration for gold braid. The chief creation of the "Kultur" that came from Germany was the sham world of the rich and idle traveller. The blaring orchestra was made in Germany. The sham showy "table d'hôte" with its slammed down wedges of food that was no food for hale man was made, not in refined France, but in unrefined Germany. The bovine stiring; bullet-headed troops of pallid young waiters were made in Germany. The sham froccos, the sham metal-work, the sham

FORESTRY IN CHINA.

PROJECT FOR ITS ENCOURAGEMENT.

In order to promote forestry according to the latest European methods, the Ministry of Agriculture and Commerce has specially engaged a foreign expert to train Chinese in afforestation affairs. An examination will be held by the Ministry in order to select and appoint ten successful candidates to be trained by the said expert. Applicants must be between 20 and 30 years of age and graduates of Elementary Forestry School. Successful candidates will be appointed learners in the Forestry Department of the Ministry of Agriculture and Commerce and at the expiration of this term will be appointed forestry officials if found competent.

HONGKONG VOLUNTEERS.

CORPS ORDERS BY LT.-COL. A. CHAPMAN, V.D.

LEAVE.

1.—Private C. G. Anderson is granted leave of absence from 2nd March, 1916, to 2nd April, 1916.

TRANSFER.

2.—No. 1720 Private P. W. Godring from Left Section M. G. Co. to Hongkong Police Reserve (Mounted Patrol), dated 1st March, 1916.

PARADES.

3.—Parades for to-day (Friday). 5.15 p.m. No. 3 and 4 Sub-Sections Army Batty. (as detailed in Corps Order No. 4 dated 30th December, 1915)—10 p.m. gun drill at Headquarters. Sergt. Bradley, R.G.A., will attend.

5.15 p.m. Right Section M. G. Co.—Defaulters' drill at Headquarters, under Sergt. Major Wicheil, O.C. of other Sections and Companies should instruct their own defaulters to attend this parade.

5.15 p.m. No. 3 Section Scouts Co. (all members)—M. G. instruction at Headquarters.

5.30 p.m. Engineer Co.—Squad drill and Musketry exercises on Kowloon Cricket Club ground, under Sergt. Major Higby.

DETAIL.

4.—On duty to-day: Scouts Company. On duty to-morrow: Scouts Company. Orderly Officer from 3rd to 6th inst.—Lieut. Danby.

G. E. STEWART, Capt. Adjutant, H.K.V.C.

HONGKONG POLICE RESERVE.

MOUNTED POLICE.

Members who have transferred, or desire to transfer, to this detachment will attend at the D.S.P.'s office on Friday, March 3rd, at 5.30 p.m. sharp, and will also keep Saturday afternoon, March 4th, free.

MUSKETRY.

All ranks who have passed Part I and have not yet fired Ranges A to D in Part II will leave Blake Pier at 1.30 p.m. on Saturday, March 4th.

PLATOON PARADES.

Friday, March 3rd.—No. 1 Company (1st and 3rd Platoons).

Monday, March 6th.—No. 3 Company (1st and 2nd Platoons).

Tuesday, March 7th.—No. 3 Company (3rd and 4th Platoons).

Wednesday, March 8th.—No. 1 Company (3rd and 4th Platoons).

Thursday, March 9th.—No. 2 Company (1st, 2nd, and 3rd Platoons).

Friday, March 10th.—No. 1 Company (1st Platoon) and No. 2 Company (4th Platoon).

Note.—No. 1 Co. (2nd Platoon) will parade at Water Police Station at 5.45 p.m. on Tuesday, March 7th.

No. 2 Co. (3rd Platoon) will parade at St. Joseph's College.

Will report at Central Station for instruction as follows:—

Friday, March 3rd, Monday, March 6th, Wednesday, March 8th, and Friday, March 10th, at 5.30 p.m. sharp.

BAND PRACTICE.

Friday, March 3rd, at 6 p.m. sharp.

F. O. JENKIN, D.S.P. (R.)

TO LET.

FOUR UNFURNISHED ROOMS and Servants' Quarters at 17, THE PEAK. Immediate possession. Apply on the premises or write to—"B," Care of "Daily Press" Office. Hongkong, 2nd March, 1916. [364]

TO LET.

NEWLY-BUILT FLATS, in SAIFEE TERRACE, Nathan Road, also, SIMILAR FLATS in Jordan Road, Kowloon. Rents very moderate. Electric Light and Gas installed. Apply to—

KAYAMALLY & Co., 5, D'Aguiar Street. Hongkong, 1st March, 1916. [366]

TO LET.

A splendid set of OFFICE ROOMS on the Central (above the Robinson Road Co.), comprising Three Large and Two Small Rooms, with Outhouses and Servants' Quarters. The Premises are being thoroughly repaired and renovated. Centrally located in the vicinity of the Banks and Shipping Offices. Rent moderate. Apply to—

MOW FUNG & Co., 10, Des Voeux Road Central. Hongkong, 18th February, 1916. [302]

TO LET.

A HOUSE in Knatsford Terrace, Kowloon. Apply—

THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd. Hongkong, 24th October, 1915. [37]

TO LET.

RAVENSHILL EAST, Part Road, containing 6 Rooms, 3 Bath Rooms, Servants' Quarters, &c. Vacant 1st November. Apply—

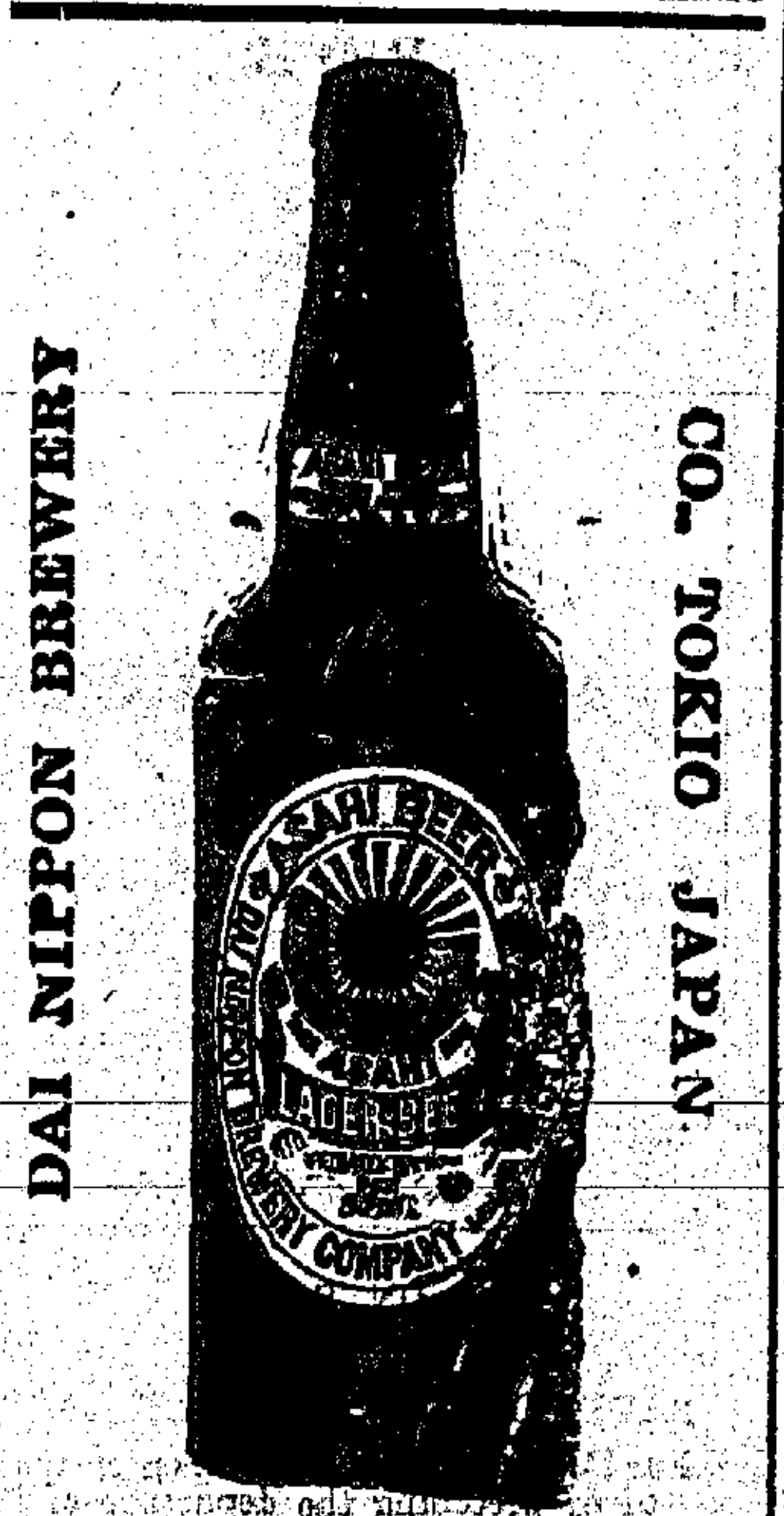
DEACON, LOCKER, DEACON & HARTSON. Hongkong, 19th October, 1915. [30]

TO LET.

TWO HOUSES in "STONEHENGE," No. 5, Robinson Road. Newly done-up and remodelled. Each House contains downstairs Two Good Rooms and upstairs Three Bedrooms, each with Bathroom. Outhouses and Grass Tennis Court. Shortly available for occupation. Apply to—

DAVID SASSOON & Co., Ltd. Hongkong, 22nd December, 1915. [112]

ASAHI BEER



OBTAINABLE EVERYWHERE.

SOLE AGENTS

YITSU BUSSAN KAISHA.

HONGKONG.

TO LET.

OFFICES in Queen's Building. Apply—

THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd. Hongkong, 8th December, 1915. [105]

TO LET.

From 1st March.

GODOWN, No. 6, Duddell Street.

Apply—A. B. AVASIA, Care of E. PARANBY, No. 1, Duddell Street. Hongkong, 2nd February, 1916. [63]

TO LET.

NO. 5, MOUNTAIN VIEW, PEAK.

No. 141, Wanchai Road, Large and Spacious Godown. "SHORNOLIFFE," Garden Road, to let furnished, 6 Rooms.

"GLENIFFER," 2, Hankow Road, Kowloon. "BILANDONAN," No. 5, Des Voeux Villas, No. 54, THE PEAK, Fully furnished, including Piano, from 1st May to 30th November.

"WOODBURY," No. 4, Hankow Road, Kowloon, from 1st May, 1916.

No. 2, ZETLAND STREET. No. 23, SHELLEY STREET.

No. 25, BELMOUR ROAD, WOODLANDS VILLA WEST.

No. 58, PEEL STREET on Cairne Road level. "GLENSHIEL," No. 141, Plantation Road, Peak, from 1st November, 1915.

"HARTING," Austin Road, Kowloon. "ROSENEATH," 2, Hankow Rd., Kowloon. No. 6, BELLIOS TERRACE, with entrance on Conduit Road.

ONE GODOWN, No. 8 Barrows Street, Wanchai.

TWO GODOWNS, in Duddell Street. No. 2, DES VOEUX VILLAS, 51, PEAK (Unfurnished). No. 55, THE PEAK (CAMERON VILLAS. Apply to—LINSEED & DAVID, 3rd Floor, Alexandra Buildings. Hongkong, 18th February, 1916. [35]

NEW ADVERTISEMENTS

THE HONGKONG LAND RECLAMATION COMPANY, LIMITED.

I HAVE This Day RESUMED CHARGE of the Company.
By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Secretary.
Hongkong, 1st March, 1916. [370]

FOR SALE

RICHMOND HOUSE, No. 145, Barker Road.
Also,
"DUNOTTAR," No. 81, Aberdeen Road.
HASTINGS & HASTINGS,
Solicitors.
Hongkong, 3rd March, 1916. [371]

WANTED

EXPERT LADY TYPIST and STENO-GRAPHER desired for Position.
Apply - Care of "Daily Press" Office.
Hongkong, 3rd March, 1916. [372]



1916-17.

SEALED TENDERS in duplicate will be received at the R. N. Hospital until 10 A.M. on the 15th March, 1916, from persons desirous of supplying BRICK, MURROCK, FOWLS, PORK, BREAD, CHEESE, PURE COW'S MILK, AERATED WATER, etc., and other Provisions and Necessaries for the year ending 31st March, 1917.

Sealed tenders in duplicate will also be received for COAL (Akanite and Yubari). Printed Forms of Tender and further particulars can be obtained at the R. N. Hospital. The right to reject the lowest or any Tender is reserved.

DONALD T. HOSKYN,

Surgeon-General.
R. N. Hospital,
Hongkong, 3rd March, 1916. [373]

PUBLIC NOTICE

THE Undersigned hereby gives Notice that it has opened an Office at No. 13, Nanking Road, Shanghai, as a Branch of WESTERN ELECTRIC COMPANY of New York, and will conduct its Telephone and Electrical Supply business in China henceforth from the Shanghai Office.

NOTICE IS HEREBY GIVEN that

ARNOLD, KERR & Co. are no longer

Agents for WESTERN ELECTRIC COM-

PANY, as from December 8th, 1915.

WESTERN ELECTRIC COMPANY.

NOTICE

NOTICE IS HEREBY GIVEN that the Undersigned has been admitted as Partner in the YICK HING FIRM (德興號) of No. 53, Bonham Strand West, Merchants and Commission Agents, as from the 1st day of the 2nd Moon, Ping San year (3rd March, 1916), and will assume the entire management of the Firm on and after that date.

NOTICE IS ALSO GIVEN that as from the said date all Bills of Exchange, Promissory Notes and other Documents given by the Firm must bear the Signature of the Undersigned. All Claims against the present Partners in respect of liabilities incurred on behalf of the Firm on or before the 30th day of the 1st Moon, Ping San year (2nd March, 1916), should be sent to the YICK HING FIRM without delay.

CHAN LAI CHUN (陳麗泉).

Hongkong, 2nd March, 1916. [375]

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FORTY-SEVENTH ORDINARY MEETING OF SHAREHOLDERS will be held at the Office of the Undersigned at 10 A.M. on TUESDAY, the 28th instant. The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 28th instant, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,
General Managers,
HONGKONG FIRE INSURANCE CO., LTD.
Hongkong, 2nd March, 1916. [376]

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

NOTICE

I HAVE This Day RESUMED CHARGE of the Company.

By Order of the Board of Directors,
A. SHELLTON HOOPER,
Secretary.
Hongkong, 1st March, 1916. [377]

NOTICE

WE HAVE This Day appointed Mr. WILLIAM GOLDENBERG to take charge of our Showroom in the Hongkong Hotel Building and to generally represent us in Hongkong.

MUSTARD & COMPANY,
General Importers and Commission Agents,
Sole Distributors,
REMINGTON TYPEWRITER CO.,
Agents - YALE AND TOWNE MFG. CO.,
Hongkong and China.
Hongkong, 1st March, 1916. [383]

NOTICE

THE Undersigned, having been Appointed AGENTS for the ASSURANCE SOCIETY, LIMITED, are prepared to issue Policies against Fire Risks at Current Rates on approved Foreign and Chinese Properties.

For the NORTH CHINA INSURANCE Co., Ltd.,
S. J. CHINCHEN,
Agent.
Hongkong, 29th February, 1916. [380]

NOTICE

ALL Persons having Claims against Mr. GUSTAV ENGL, of Messrs. Wm. METEYER & Co., are requested to file same with the Liquidators before 15th March, 1916.

Wm. METEYER & Co.,
Liquidators.
Hongkong, 9th February, 1916. [251]

INTIMATIONS

BLUE CROSS FUND.

HORSES IN WARTIME.

THE HONGKONG AMATEUR DRAMATIC CLUB

"THE ANGEL IN THE HOUSE,"

A COMEDY IN 3 ACTS,

By B. MACDONALD HASTINGS

AND

EDEN PHILLIPOTT.

Last Year's Great London Success.

ON SATURDAY, 4TH MARCH, AT 8.30 P.M.

AND MONDAY, 6TH MARCH, AT 8.30 P.M.

BOOKING Now Opened at MOUTRIE'S.

PRICES: \$4, \$3 AND \$2.

BLUE CROSS FUND.

Hongkong, 15th February, 1916. [389]

NOTICE OF REMOVAL.

WE have This Day REMOVED Our Office and Show-rooms from the First Floor to the Second Floor of 10, Des Voeux Road Central,

(Above the Robinson Piano Company).
MOW FUNG & Co.
Hongkong, 1st March, 1916. [390]

NOTICE

NOTICE IS HEREBY GIVEN that a VACANCY exists in the Canton Pilotage Service, which will be filled by competitive examination in accordance with the General Regulations of the Chinese Pilotage Service.

The Examination will be held at the Harbour Master's Office, Chinese Maritime Customs, Canton, on March 10th, 1916.

Those wishing to sit for Examination should forward their names and addresses to the Harbour Master's Office not later than March 8th, 1916.

ARNOLD HOSKYN,
Acting Harbour Master.

Harbour Master's Office,
Chinese Maritime Customs,
Canton, 23rd February, 1916.

Approved by H. F. MERRILL,
Commissioner of Customs. [388]

EIGHT PER CENT. MILITARY LOAN.

SECOND DRAWING ON FEBRUARY 20TH.

NOTICE IS HEREBY GIVEN that the Second Drawing for Payment of the Eight Per Cent. Military Loan Bonds will take place in Peking on February 20th, on which occasion \$1,500,000, worth of Bonds will be drawn for repayment. When the drawing is over, the numbers of drawn bonds will be published in the Government Gazette.

MINISTRY OF FINANCE,
Canton, 23rd February, 1916. [390]

NOTICE IS HEREBY GIVEN that on the 4th January, 1916, the Supreme Court of Hongkong ordered that the voluntary liquidation should be continued but subject to the supervision of the Court, and appointed CHARLES CLEMENT DUNMAN to be Liquidator.

AND NOTICE IS HEREBY GIVEN that on 2nd February, 1916, the Supreme Court of the Straits Settlements ordered that the Company be wound up by the Court, and appointed CHARLES CLEMENT DUNMAN of Singapore, Chartered Accountant, to be Liquidator.

Creditors are requested to send in particulars of their Claims forthwith. All persons indebted to the Company are requested to pay their Debts to the Undersigned.

C. C. DUNMAN,
The Liquidator.
Care of LOWE, BINGHAM & MATTHEWS,
4, Raffles Place,
Singapore, 17th February, 1916. [389]

G. R. TECHNICAL INSTITUTE

THE INSTITUTE will RE-OPEN on MONDAY, the 6th of March. Students should attend at Queen's College at 9 A.M. on that date for Enrolment.

Copies of Prospectus and Entry Forms may be obtained on application to the Director of the Institute at the Education Department.

Hongkong, 2nd March, 1916. [385]

G. R. TECHNICAL INSTITUTE

NOTICE

ANY EUROPEAN, Not-Arabic or Indian, desiring to leave the Colony should apply to the SUPERINTENDENT OF POLICE, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.

Hongkong, 10th July, 1915. 77

THE HONGKONG STEAM LAUNCH TUG AND LIGHTER CO., LTD.

LOST.

APPLICATION has been made to this Company to issue Duplicate Certificate of 30 Shares in this Company, in the name of YUEN CHEONG or other Certificate or Certificate in lieu thereof, upon Statement that the Original Certificate No. 39, Thirty Shares numbered 7759/7768 dated 18th August 1910, has been LOST or DESTROYED; and NOTICE IS HEREBY GIVEN that if within 30 days from the date hereof no claim or representation in respect of such Original Certificate is made to the Company, the Undersigned will then proceed to deal with such application for duplicate.

For the HONGKONG STEAM LAUNCH TUG AND LIGHTER CO., LTD.,
GORDON & Co.
General Managers.
Hongkong, 10th February, 1916. [259]

UNION INSURANCE SOCIETY OF CANTON, LTD.

NOTICE.

THE CERTIFICATE No. 3755 for Five Shares, \$100 paid up, numbered 3846/50, standing in the Register in the name of EUSTACE ALBAN KENTON, having been declared LOST, NOTICE IS HEREBY GIVEN that unless the said Certificate is produced to the Society on or before the 18th May, 1916, A NEW CERTIFICATE for the said Shares will be issued and the old Certificate will thereafter be held by the Society as null and void.

By Order of the Board of Directors,
C. MONTAGU ELDE,
General Manager.
Hongkong, 19th February, 1916. 303

THE ROYAL HONGKONG GOLF CLUB.

AN EARLY MORNING COMPETITION will be held at HAPPY VALLEY commencing on MONDAY, 6th March, and continuing for one month for a CUP kindly presented by the Hon. Mr. DAVID LANDALE.

Conditions:-
Nine Holes Medal Play under Handicap. Half full Handicap to be deducted, fraction of a counting one.

Any number of cards may be taken out, but no player shall start later than 7.30 A.M. Names to be entered in the Special Book in the Club House. Three ball games may be played.

T. W. HILL,
Acting Hon. Secretary.
Hongkong, 2nd March, 1916. [387]

CONSULAR REGISTRATION OF AMERICAN CITIZENS.

THE Attention of American Citizens and the Representatives of American Institutions and concerns is called to the fact that the Department of State's regulations contemplate that all American Citizens, institutions, and corporations shall be registered ANNUALLY with the Consul in whose district they live or operate. The object of this registration is to facilitate the protection of American citizens, institutions, and corporations on the part of the agents of the Government.

Those who, knowing the regulations, nevertheless fail to register and maintain such registration may reasonably be presumed not to be entitled to register and not to be entitled to the American Government's protection.

American citizens, institutions, and concerns located in Hongkong are expected to register at the Consulate-General in Hongkong and to maintain such registration without notice from this office.

GEORGE E. ANDERSON,
Consul General.
Hongkong, 22nd February, 1916. [333]

FURNISHED FLATS.

THE Undersigned are prepared to furnish some of their Tug-boat Mansions (May Road) Flats to suit intending tenants. These Flats have first-class appointments which include English Baths and Kitchen ranges, hot water supply and water-closets. They are of two kinds, viz.: Flats with 2 Bedrooms and 2 Sitting Rooms and Flats with 3 Bedrooms and 1 Sitting Room. The latter are specially suitable for Bachelors. Arrangements can be made if desired for the use, in common with certain other tenants, of the adjoining fresh water swimming bath.

Apply to
HUMPHREYS ESTATE & FINANCE Co., Ltd.
Alexandra Buildings
Hongkong 28th January, 1916. [205]

PUBLIC COMPANIES

CHINA SUGAR REFINING CO., LIMITED.

NOTICE

THE THIRTY-EIGHTH ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the above Company will be held at the Office of the General Agents, Pedder's Street, on WEDNESDAY, the 29th March, at 11.30 A.M., for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1915.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 28th March, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,
General Agents.
Hongkong, 2nd March, 1916. [268]

DOUGLAS STEAMSHIP COMPANY LIMITED.

SHARE CERTIFICATE No. 2965, dated 6th May, 1909, of Thirty Shares numbered 8113 to 8133 inclusive and 18692/18696 inclusive, standing in the Register in the name of Dr. JOSEPH WHITTELEY NOBLE, having been LOST, Notice is hereby given that unless the said certificate be produced at the Office of the Company, 20, Des Voeux Road Central, Hongkong, on or before the 10th day of March, 1916, a New Certificate for the said Shares will be issued and the old Certificate will thereafter be held by the Company as null and void.

DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 9th February, 1916. [254]

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For the HONGKONG STEAM LAUNCH TUG AND LIGHTER CO., LTD.,
GORDON & Co.
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Apply to
HUMPHREYS ESTATE & FINANCE Co., Ltd.
Alexandra Buildings
Hongkong 28th January, 1916. [205]

INTIMATION

FULLER'S

CONFECTIONERY.

WE HAVE JUST RECEIVED

A FRESH STOCK OF

FULLER'S

CHOCOLATES

AND

FULLER'S

ASSORTED

SWEETS.

A. S. WATSON & CO., LTD.,

HONGKONG DISPENSARY.

HONGKONG OFFICE: 10A, DES VOEUX ROAD, C.

LONDON OFFICE: 121, FLEET STREET, E.C.

The Daily Press.

HONGKONG, 3rd MARCH, 1916.

THE NEW LIQUOR DUTIES.

No objection, we imagine, is likely to be raised to the proposals for increasing the taxation on alcoholic liquors that were submitted by H.E. the GOVERNOR to the Legislative Council on Wednesday and accepted as a matter of course. In comparison with the Mother Country, where the cost of living has risen by nearly fifty per cent, and taxation has very considerably increased since the outbreak of hostilities, we in this Colony are scarcely feeling the effect of the great war at all.

It is true that there has been an all-round advance in the price of commodities—in some cases with little or no justification—but we cannot expect—or should we wish—to escape altogether. On the contrary, we should take a patriotic pleasure in shouldering a share of the burden which the Empire is bearing, and we may count ourselves fortunate indeed if this duty can be discharged merely by paying a little more for the luxuries of life.

Nobody can seriously maintain that it is any hardship to have to pay an additional twenty cents in war-time for a bottle of brandy or whisky, and that is all that the new taxation means. It may be objected that this synchronises with the decision of the British Government to take over the pot-still distilleries owing to the demand for alcohol in the manufacture of munitions and that the price of patent-still whisky is likely to advance in consequence, but, even so, "our withers are unwrung," though some may exclaim, like the young man in Punch, who found the kinemas closed in consequence of Zeppelin raids, "By jove! this brings the war home to one."

The necessity for the new taxation is explained in two ways. In the first place, the removal to Australia of the alien enemies who were interned at Hongkong has involved the Colony in an unforeseen expenditure of \$14,450, and, secondly, the provision in the Estimates for the maintenance of these prisoners-of-war during the current year was, by an oversight, only

about one-half as much as it should have been, though, be it understood, the cost of maintenance in Australia is very little more than it was in Hongkong. These two items together represent \$200,000, which, added to the deficit of \$473,000 previously budgeted for, gives a total of \$673,000. To meet this the Government had already arranged to increase the price of prepared opium, by which means it is expected to raise \$350,000, while the revenue from land sales, etc., is anticipated to furnish an additional sum of \$125,000. By effecting economies in the public services—notably in the Police Department, where, thanks to the services of the Special Police Reserve, about \$50,000 will be saved, and in the Public Works Department, whose vote has been curtailed by \$50,000—expenditure will be reduced by \$110,000. This still leaves it necessary to find another \$90,000 in order to establish an equilibrium between revenue and expenditure, and it is to provide this sum that the new liquor duties are being imposed. For a full year they are estimated to yield \$175,000. "That, for the ten months of this year which have still to elapse," said His Excellency in introducing the necessary resolution on the subject, "amounts to \$120,000." According to our calculation, however, it should amount to fully \$145,000, but, of course, there may be some explanation of the disparity that was inadvertently omitted at the time. Possibly it is to be found in the "intelligent anticipation" of the Government's intentions by some of those chiefly concerned and the consequent rush to remove alcoholic liquors from bond, whereby no inconsiderable portion of the revenue which it was hoped to gain has been lost. Accepting, therefore, the lower figure as correct, the Government should have a surplus at the end of the year of about \$30,000, which cannot be regarded as an excessive margin in view of the fact that the receipts are in part problematical.

A mail for Europe via Siberia closes to-morrow at 5 p.m.

The Technical Institute will re-open next Monday.

A proposal to establish an American Club in Shanghai has been received with great enthusiasm. A committee will meet in a few days to discuss the question.

The Committee of the Territorial Entertainment Fund acknowledge with thanks the receipt of \$10 from "A Reserve," \$14 from C.B.I., and \$5 from "Stonehenge."

The eldest son of Mr. R. G. E. Forster, British Consul-General at Kobe, was successful at the competitive examination held last November of candidates for admission to the Royal Military College.

The Hon. Mr. D. Landale has presented a cup to the Royal Hongkong Golf Club for an early morning competition, which will commence at Happy Valley on Monday next and continue for one month.

SIFTING TRUTH FROM FALSEHOOD.

SUPREME COURT JUDGMENT.

"This is one of numerous cases heard in this Court where the services of a jury would have been of real assistance in sifting truth from falsehood," was one of the remarks used by the Chief Justice yesterday in the course of his judgment in the case of Wing Sui Hing and another v. Mui Chan Shi, the claim being for \$4,000, and, in respect of an alleged loan by plaintiffs to defendants. After reviewing the very conflicting evidence at some length, his lordship concluded—"There have been a number of falsehoods told on both sides. Defendant was a very unsatisfactory witness, and was admittedly guilty of falsehood in more than one particular. A great deal of plaintiff's evidence—some of it entirely false—created the very strongest doubts in my mind, which justify me in holding that they have not proved their case; they have not satisfied me that the loan was not what, on the document, it purports to be, and on that ground I must dismiss the action. Judgment for defendant with costs."

Mr. Eldon Potter (instructed by Mr. Agassia) was for the plaintiffs, and the defendants were represented by Mr. F. O. Jenkin (instructed by Mr. Davidson, of Messrs. Hastings & Hastings).

Mr. H. Samuel informed Sir E. Cornwall that at the outbreak of war there were 32,020 German civilians in this country. Of these 24,575 had been interned and 98 had died during internment.

NEW CATHOLIC ORPHANAGE.

INAUGURATION CEREMONY.

There was a large gathering yesterday at the formal inauguration of the "Anlo de Santo Antonio," the new building at No. 179, Third Street, West Point, which has been erected by Dr. A. S. Gomez, K.S.G., to the memory of Mrs. Helena Brandao Gomez, and presented to the Italian Mission for use as an orphanage.

The donor being still in mourning, the invitations were limited to a number of personal friends of the deceased lady and to the heads of the Catholic Charitable institutions of the Colony.

The nice little building, which was designed by Mr. E. M. Hazeland, is 72 ft. long by 28 ft. wide, has a verandah facing the harbour, and has a roof of pretty French tiles. It contains two spacious and well ventilated, rooms on each floor, and there is plenty of space around it for play-ground, etc.

Dr. GOMEZ briefly stated the object for which he had erected the orphanage and then formally presented the keys to Bishop Pozzoni, expressing the hope that the new institution would fulfil adequately the purpose for which it was intended.

Bishop POZZONI, in thanking Dr. Gomez for his munificent gift, said—There are here and there some persons who, enlightened and blessed by the grace of God, wish to enter our religion, but being too poor to provide the means of removing to a Christian village, they cannot learn those indispensable doctrines of our religion to enable them to be admitted to baptism and the consequent sacraments. The necessity of a house to maintain and shelter these poor good-willed people during the time necessary for them to learn the catechism has been a long-felt want. Up to now this necessity has been met in a very limited way by the priests in charge of the Rosary Church, who have sheltered these people in the basement of their house. Although the place is narrow, and instruction could only be imparted under serious difficulties, the priests have the great satisfaction of having regenerated to the faith very many adults. Last year alone they registered forty new Christians, some of whom are very fervent Catholics who are employed in the interior of our mission as teachers in our schools, or as catechists in the

THE WAR.

BATTLE OF VERDUN.

HEAVY BOMBARDMENTS.

THE "MALOJA" TRAGEDY.

BEREAVED GENERAL'S GRAPHIC STORY.

ENORMOUS TURKISH LOSSES.

GERMANY AND PORTUGAL'S COUP.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

THE VERDUN BATTLE.

THREATENED ENEMY ATTACKS STOPPED.

PARIS, March 1st.

The evening communiqué says:—In the Verdun region the bombardment has continued on the northern front less intensely than on the preceding days. No infantry action was reported in the course of the day.

The Germans are entrenching on the northern slopes of the Poivre Ridge, the first crest of which is occupied by our advanced troops.

We violently bombarded Samogneux, where an enemy battalion had assembled.

Our artillery fire at different points in Woëvre stopped attacks which were in preparation.

There was great artillery activity in the Vosges. A counter-attack drove the enemy from a portion of the trenches east of Sempois, which we occupied in the morning.

Our artillery, between Soissons, and Rheims, bombarded important points behind the enemy's front and wrecked German defences near Hill 193.

GERMANS BOMBARDED.

SURPRISED AT ALARM EXERCISES.

PARIS, March 1st.

North of Verdun and in Woëvre there has been no important event. There has been an intermittent bombardment at different points on our front. We bombarded the German first and second lines westward of Pont-a-Mousson, where the Germans appeared to be carrying out alarm exercises. We also bombarded the German lines of communication at Cernay. A French double-engine aeroplane felled a German aeroplane at La Bassee, which burst into flames on landing.

GERMAN BALLOON AND AEROPLANES LOST.

LONDON, March 1st.

A British communiqué says:—Our artillery bombarded the trenches about Oviliers, Authuille, and Fremellois. There was considerable mutual artillery activity about Ypres.

In the morning a German Albatross was brought down south of Merville, behind our lines, and another turned completely over, burst into flames, and fell behind the German lines in the vicinity of La Bassee. In the afternoon a German captive balloon broke loose and drifted northwards, passing over our lines east of Bethune.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

PORTUGAL'S COUP.

GERMANY PROTESTS AGAINST SEIZURE OF HER SHIPS.

AMSTERDAM, March 1st.

A Berlin telegram says that Germany has strongly protested to Portugal against the seizure of the 38 ships detained in Portuguese ports.

MADRID, March 1st.

It is reported that Germany has sent an ultimatum to Portugal asking for the return of the seized vessels within forty-eight hours.

[THROUGH REUTER'S AGENCY.]

THE "MALOJA" DISASTER.

A GENERAL'S GRAPHIC STORY.

LONDON, March 1st.

At the inquest on the victims of the Maloja disaster at Dover, the Coroner said that only 14 bodies had been identified.

The King has commanded Captain Irvine to come to London.

Brigadier-General McLeod, in a graphic story of his efforts to save his wife, says that both rushed to get their lifebelts. He assisted in launching a boat, but the Maloja listed after about five minutes, so the lifeboats on that side could not be launched. He threw his wife into the water and jumped after and supported her for half an hour until they were picked up by a trawler, the crew of which did their utmost to restore his wife to consciousness, but she was too exhausted by the shock.

At the inquest Brigadier-General McLeod said he had no complaint about the behaviour of the crew. Everything possible was done to save life, but the falls seemed to jam, preventing the launching of the boats.

The inquest was adjourned until Thursday.

TORPEDOING OF FRENCH TRANSPORT.

SINKS IN FOURTEEN MINUTES.

PARIS, March 1st.

Two hundred and ninety-six of the men aboard the torpedoed French auxiliary Provence have been landed at Malta, and 400 have been landed at Mils by British and French patrol vessels which were summoned by wireless.

Survivors state that no periscope, only the torpedo track, was seen. The weather was clear, and there was a slight sea. The ship sank in 14 minutes. The crew behaved heroically, and remained at the guns to the last moment. The search for survivors continues.

A Naval communiqué says that there are now 489 of the survivors of the Provence at Mils, and 85 more are expected shortly.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

GERMANS FIRST TO FLEE FROM ERZERUM.

ENORMOUS TURKISH LOSSES.

PETROGRAD, March 1st.

A communiqué says the stubbornness of the Turkish defence of Erzerum is proved by the enormous number of corpses found in the fortifications. Some of the demoralised, retreating Army Corps have now only 3,000 to 5,000 men each, with a few guns. The remainder have either been captured or have perished in the fighting and from the cold.

Prisoners state that the Turkish Army are very resentful at their headquarters being in the hands of the Germans. The latter were the first to flee on the assault on Erzerum.

GENERAL.

[THROUGH REUTER'S AGENCY.]

CAPITAL AND WAR.

MUST BE DIVERTED FROM PEACE SERVICES.

LONDON, March 1st.

A great meeting at the Guildhall, exhorting national economy.

Mr. Aquith was not able to be present owing to a chill.

Mr. McKenna forecasted increased taxation, and said that capital must be diverted from peace services. In order to win the war all must economise and do their utmost to postpone expenditure until after the war.

Mr. Barnes, the Labour M.P., indicated that the country would be divided up into districts for purposes of local economies.

Lord Kitchener made a splendid appeal to Britons. He wanted all the men possible for the army, and unceasing supplies of munitions. The problem was how to take millions of men from the workshops, farms etc. and still supply all the war material. There must be the utmost economy. Thus, civilians, men and women alike, must help to achieve victory.

Mr. Balfour said that every man must regulate his personal expenditure so as best to help national interests.

RUSSIA'S FINANCES.

A SUBSTANTIAL DEFICIT.

PETROGRAD, March 1st.

The Budget reveals a deficit of £37,000,000 sterling. The war is costing £3,000,000 daily, and the daily drink revenue has fallen from 88,000,000 roubles daily to less than a million. The Finance Minister emphasises that Russia must have full economic independence, and he is confident that after the war a rich and powerful Russia will arise.

MONTREAL DISASTER.

GRAND TRUNK STATION DESTROYED.

OTTAWA, March 1st.

The Grand Trunk station at Montreal has been burned.

German incendiary is suspected. The main building was consumed in less than an hour.

The damage is put at \$300,000.

WAR AND COMMERCE.

MINISTRY OF COMMERCE ADVOCATED.

LONDON, March 1st.

The Chambers of Commerce have passed a resolution unanimously urging the Government to take immediate steps to create a Ministry of Commerce with a seat in the Cabinet, aided by a permanent Advisory Council, with the Dominions and the India Office represented.

MAHARAJAH'S GIFT OF GUNS.

LONDON, March 1st.

His Majesty the King inspected, at Buckingham Palace, a battery of twelve machine-guns, presented by the Maharajah of Jaipur.

UNOPOSED M.P.'S.

LONDON, March 1st.

Sir Owen Phillips (Unionist) has been returned unopposed for Chester, and Captain William Edge (Liberal) for Bolton, the latter in succession to Mr. Taylor, who resigned owing to ill-health.

"BARALONG" CASE.

SUBMARINE CREW "NO STOMACH FOR FIGHTING."

LONDON, January 11th.

A gunner of the Baralong states that they received the Nicolson's wireless on August 19th, and went full-speed to her assistance. An hour later they sighted the Nicolson, being shelled by a submarine while the crew were getting into the lifeboats.

"We had plenty of ammunition ready on the poop deck, and the marines took shelter behind the bulwarks. The captain, by excellent seamanship, brought the vessel to starboard of the submarine's view for a few moments, during which we cleared for action and trained our guns. We hoisted the White Ensign. When we appeared around the Nicolson's bows the submarine fired a shot, and the marines replied with a volley which swept the decks of the submarine, and seemed to demoralise the crew, who immediately left the guns and rushed to the conning tower, several going overboard. We fired our port and stern guns, and hit the submarine beneath the water-line.

"The second shot hit the conning tower, sending two men flying high into the air. The submarine gradually sank, and all the crew were either drowned or shot. Only a few parts of the bodies and a large quantity of oil remained on the surface. The action lasted 4½ minutes. We fired 37 rounds. The submarine was one of Germany's latest and largest—300 feet, and 1,000 tons—and had two guns fore and aft of a slightly larger calibre than the Baralong's.

CHINESE TELEGRAMS.

[FROM OUR OWN CORRESPONDENT.]

THE REBELLION.

REBEL ATTACKS REPULSED.

PEKING, March 2nd.

It is officially announced that rebel attacks on the 25th February at Nanchang were repulsed.

Permission has now been granted to General Li Yang-ting, Governor of Kwangsi, to lead a punitive expedition.

Another volunteer whose request has been granted is Liang Nich, brother of General Nich, Military Governor of Anhui.

The main Government forces in Hunan have reached Shen Chi. An engagement with the rebels is expected immediately. Government victories are reported in Szechuan at Nanchi.

CHINA'S PARLIAMENT.

PEKING, March 2nd.

The Tsanchengyuan closes on Tuesday and the Lifayuen is convoked for the 1st May.

The acting Lifayuen assembled on Saturday to consider a despatch from the Government suggesting that the elections of the Citizens' Convention should be converted into an election of the Lifayuen.

The Bill was passed after half an hour's discussion, and a favourable reply was immediately drafted.

MAINTENANCE OF PUBLIC ROADS.

PEKING, March 2nd.

A Mandate instructs the Provincial authorities to ensure the maintenance of the public roads.

A HONGKONG OPIUM CASE.

SEQUEL AT SAN FRANCISCO.

The appended extract from a San Francisco paper of January 28th will interest many in Hongkong:—

Two smartly gowned women were stripped by women inspectors and searched aboard the Shinyo Maru on her arrival here yesterday because of reports reaching the Federal authorities that they had been involved in an attempt to smuggle opium into Chinese ports. The shipment was worth \$300,000 in Hongkong and would have brought \$1,000,000 here.

The women are Mrs. Ethel Rearden 37, widow of a captain in the British army, and a native of New York; and Mrs. Emeline Delacour of Paris, said to be the wife of a man high up in French official life.

Edmund Walter Hockrath, claiming to be a diamond merchant of London and the Rand, accompanied the women, and was also subjected to search by inspectors and to a lengthy examination by Justice S. Wardell, surveyor of the port.

NO CONTRABAND FOUND.

No contraband drugs were found upon the trio.

All three vigorously protested their innocence and said they were the victims of an opium ring extending from London to the China coast. Hockrath declared that the British police authorities in Hongkong were in league with this ring, and that he intended to have the arrest and trial of himself and the women in the Chinese port made the subject of an investigation by Parliament when he returned to London.

From the cable advices received here yesterday by the Federal authorities, the luggage of the trio was filled with 900 pounds of opium when they reached Hongkong on the Shinyo Maru.

A dramatic announcement was made by Mr. Hampton at a meeting held at Bendigo, Australia, the other day. Mr. Hampton stated that his son, who is in New Zealand, had refused to enlist. Mr. Hampton publicly read a letter which he had written to his son, in which he said: "As you have failed in your duty I will take your place." The announcement was received with loud cheers.

The 27th Austrian Regiment serving in General Mackensen's army, refused with their officers to obey orders. General von Mackensen appeared on the scene and suppressed the mutiny in drastic fashion by ordering all the officers and every tenth man to be shot. The orders were duly carried out.

GERMAN NAVY ON THE WATCH.

VALUE OF HELIGOLAND.

A correspondent of the Cologne Gazette, who has been "seeing the Navy," begins his article thus:—

"They can't get through here, those English," said the young naval officer to me. He pointed out to sea, and added, "And if they tried it, it would be a stroke of desperation—the last thing perhaps that they would ever do. What a reception we would give them! So here at the water edge also," I said, "they are not loved." He answered, "Oh no, but the people here are not at all fond of talking about their feelings, whereas among you in the big towns many people now curse England just because they themselves used to be the worst Anglo-maniacs."

The writer then discusses the various methods of having England, and says that, while a good many ignorant Germans "would like to swallow the whole island like chopped beef steak," the seafaring population in the North-West "rightly estimates not only the malice but also the strength of the enemy." They regard the Englishman as "an incorrigible blood-relation" of their own. After a sketch of the appearance of Bremen and Hamburg in war time, the article continues:—

"Whenever one looks at our two proud cities of commerce in the North, one asks what would have happened to us and the whole coast if Germany had been involved in this war with a naval armament and a coast defence such as we had 50 years ago. The consequences are unthinkable. The possession of Heligoland alone, which was procured for us by our Kaiser's foresight, secured the freedom of the German North Sea. The English may boast as much as they please to neutralise that they have blockaded the German coast. Anybody who has the chance to do so can even now see trading ships coming in and going out of our river mouths every day, and can convince himself that our coastal trade is by no means dead."

If the English Fleet lay between Heligoland and the coast, the situation would be quite different from what it is. Not a fishing boat could slip in or out. There could be no question for us of an advance or of a distribution of our naval and other resources for the protection of the coast, all the splendid fortifications of which date from the last few years. From the nature of the fairway and from the experience of history it is pretty well impossible that the English could in any case enter the mouths of our rivers themselves. But the injury they could do us would be quite different, and the political menace would be much greater than it is now. They know very well why they do not dare to approach the big guns at Heligoland. For hard by is drawn the German line of the great Fleet which protects Germany like a frontier wall on the water side—a constant series of chains one behind the other, like the trenches, out there in the enemy's country, which to-day constitute our frontier protection.

SECRET WEAPONS.

After some description of local scenery, the writer returns to the coast defences and says:— "To-day the country does not rely solely upon the great Fleet which is close at hand for its protection. It has equipped itself with weapons which are secret, cunning, and ubiquitous, like modern warfare generally. An enemy who got in would have such a reception that he would not risk the attempt a second time. Everything which has not to do with the war has vanished from this neighbourhood, but the weapons of war have hidden themselves deep in the earth or under the water, and can at any moment begin their concert of Hell."

The article ends with a description of the work of the airships, in which it is remarked:—

"Their value for coast defence can hardly be rated high enough. They save us quite a number of light cruisers. This is why most naval officers are especially enthusiastic about them, and talk in the warmest terms of this alliance between land and sea arms."

LONDON AND THE ENEMY.

HOW FINANCIERS ARE PROLONGING THE WAR.

[BY OSWALD STOLL.]

London is the financial centre of the world. This is a high-sounding phrase. One would like to know more clearly what the financial centre of the world really means, in order that one may judge whether it is therefore but another name for London, and if so, whether that fact has any peculiar significance at the present time.

The financial centre of the world is the place where more than any other international debts and credits are made to cancel one another. If a merchant in South America owes a merchant in China for a shipment of tea, he can pay his debt with a bill of exchange payable in London. The Chinese merchant will take this bill in settlement, because he can sell it in China to a banker who is desirous of selling such a bill in China to some one who owes a large amount to an English firm for goods shipped to him from America, from France, the United Kingdom, or from wherever else the firm may export.

No international trade can be carried on without the aid of bills of exchange, and any firms dependent on bills of exchange for the carrying on of their business must either directly or indirectly be dependent on London. Age-long practices have made London the cross-roads over which, along one avenue or another, international settlements must inevitably take place.

London, then, is still essential to international settlements, and if Germany, Austria, Turkey, and Bulgaria are receiving supplies from other countries, it must be with the direct or indirect help of London.

ENGLISH LABOUR PROBLEMS AFTER THE WAR.

MR. SNOWDEN'S PROPOSALS FOR PAYING THE COST OF THE CAMPAIGN.

Mr. P. Snowden, M.P., who was accompanied by Mrs. Snowden, gave an address on "Some Labour problems after the war" at a crowded meeting in the large hall of the Nelson Independent Labour Party. His speech was delivered without a single discordant interruption.

Mr. Snowden began by saying that although from some points of view this was the darkest hour of the war, he was more hopeful to-day of an early peace than he had been at any time since the outbreak of the war. To remove the causes of future wars the ultimate settlement would have to be one not for those who made the war but by the people of the different nations, all of whom delighted in peace.

He had now given up all hopes of seeing realised in his own lifetime those great schemes of social reconstruction for which he had worked so long—housing reforms, education, development of child life, unemployment, and the like. Their task and that of their children's children would be to save what they could of the wreckage left by this appalling catastrophe, and minimise as much as possible the evils that were to follow. One of the problems to be faced was that of women's labour in competition with that of men in the industrial and commercial markets. Another was the introduction into machine shops of hundreds of thousands of men hitherto unskilled. A third was that of trade union rights, regulations, and customs. There was far more in the legislative enactments for the abolition of those rules and regulations than the desire to increase the output of munitions. Labour did not need to be dragged in order to do its best at such a time as this. All that the Government need have done was to have appealed to the chivalry and the highest patriotism of the men. Measures for the restitution of those rights and privileges after the war would not be worth the paper they were printed upon. The condition of things would be such industrially, with millions of unemployed tramping the streets, that all paper agreements would be torn up and thrown away.

He believed women should have, equally with men, the fullest opportunity to do any work they felt they had the intelligence and capacity to discharge, but there would be great danger in this unless adequate safeguards were taken. This could be done by encouraging trade unionism among them, and enacting a law that they should be paid men's wages for men's work. (Hear, hear.)

THE FINANCING OF THE WAR.

From some points of view the country was enjoying considerable prosperity, largely owing to the longer hours worked; but this prosperity was quite artificial and unreal, and due not to the fact that we were producing wealth, but to the fact that we were destroying wealth. He did not think there was the slightest hope of any considerable reduction in the price of the necessities of life for a long time after the war. All municipal and State enterprise would be absolutely necessary, and it seemed likely that to the other horrors of the war would be added the horrors of an all-round protective system.

The policy of the Government for the financing of the war was almost criminal from the point of view of its disastrous effects on the future. The people of this country had paid in interest on the debt of the Napoleonic wars 3,000 millions of pounds. In other words, we had paid the debt four times over, and the debt still remained. To avoid a repetition of this we should stop borrowing, and raise as much as possible by the taxation of capital. At a time like this no man should have command of an income more than sufficient to provide him with the necessities and reasonable comforts of life. All the surplus above that should be taken before the Government taxed the poverty of the people. A graded scale of taxation of capital, relieving those whose total did not exceed £1,000, beginning with 1 per cent. for sums of £1,000 to £2,000 and ending with 10 per cent. on estates of a million sterling, would realise between 500 and 600 millions a year; but by taxation we should to a very considerable extent avoid the disastrous consequences which inevitably followed from piling up huge debts upon which interest had to be paid. (Cheers.)

GERMAN SPIES DISGUISED AS NUNS.

The London correspondent of the Osaka Mainichi sends to that journal an account of the arrest of two German spies disguised as nuns. It seems that an Englishwoman who was riding on a motor-bus bound for Victoria Station noticed that when two nuns were asked by the conductor for their fares one of them, although carrying a hand-bag, unconsciously fumbled about as though trying to find a waistcoat pocket. The Englishwoman's suspicions were aroused by this strange behaviour, and on cautiously but closely examining the faces of the "nuns," half-hidden under their hoods, she concluded that they were both men. The Englishwoman alighted from the bus and, scribbling details of her discovery on her card gave it to a policeman. Two weeks later the lady received a registered letter in which was enclosed a cheque for £150 which appeared to have been drawn in her favour by King George. She went to the bank, where the cheque was duly honoured, and it was explained that the money was presented as the lady's reward for the information given about the "nuns," who had been arrested and found to be German spies. It further became known that these Germans had been very badly "wanted" by the police, and were just on their way out of the country when detected. The Osaka Mainichi correspondent says the recent newspaper report of the shooting in the Tower of two German spies probably refers to these men.



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tormenting names shouted at thin folks, you will be glad to hear of a remarkable
discovery that puts on good solid flesh at a wonderful rate.

The thin man has a gaunt, cadaverous, hungry look that gives an unfavourable
impression when he meets people, and his unfavourable impression seriously detracts
from his success.

The thin woman has a scrawny, angular look, that, no matter how regular her
features, destroys the charm of feminine beauty. The rounded curves of the plump
woman so please the eye that even an unfortunate face is forgotten and she is called
beautiful.

Thanks to this new discovery, this remarkable flesh builder, Sargol, you can now
be plump and well developed, the bones covered with good solid flesh, the hollow
places filled out so that wrinkles disappear and the sharp angles changed into beautiful
curves. Scrawny necks and shoulders will grow into a form of beauty and the cheeks
and face will become plump, full and attractive.

There is no strenuous exercising required, no drastic diet necessary, just use
Sargol, the new flesh building element, and see the weight increase in a natural way.
You ask how this is accomplished. Very easily; Sargol simply helps nature by restoring
a perfect assimilation of food. Thin people are usually thin because they do not
absorb the nutriment they should get out of their food. It simply passes through the
system as coal shakes out of a wide grate when only partially consumed. Use Sargol
and you will entirely remedy the imperfect assimilation so that what you eat will fill
out the loose skin and cover the bony angles with flesh that has been lacking. It will
not only make you look better, but will make you feel better, giving the vitality and
life that is the heritage of the well developed.

A Gold Medal was awarded Sargol at the Brussels Exposition in 1910, another
at Rome in 1911. A. S. WATSON & CO., LTD., VICTORIA DISPENSARY, THE PHARMACY,
QUEEN'S DISPENSARY, THE EDWARD DISPENSARY, and all other first-class Chemists in
Hongkong have it in stock.

"Don't Worry—Take Sargol."

75-7

Drink Wisely
"MONTERRAT"
Lime-Fruit Juice.
I don't care two straws for any but
MONTERRAT Lime Juice.
It's a fine healthy, cooling, and refresh-
ing drink, and keeps me fit in the hot
weather.
MONTERRAT is sold by
all leading Grocers.

360-1

WEATHER REPORT.

On the 2nd at 11.30 a.m.—The anti-cyclone
is breaking up, and the Japanese depression is
passing into the Pacific.

Pressure has increased slightly along the
south coast of China, but is nearly stationary
below latitude 20 deg.

The monsoon will be interrupted along the
east coast of China, and will moderate over the
China Sea.

Hongkong rainfall for the 24 hours ending at
10 a.m. to-day, 0.02 inches.

The forecast for the 24 hours ending at noon
to-day is as follows:—

Direction Forecast

Hongkong & Neighbourhood E. winds, mo-
derate; fair.

Forecast Unusual (N.E. to variable
winds, fresh.

South Coast of China between the same as
Hongkong and Luzon. No. 1.

South coast of China between N.E. winds,
Hongkong and Hainan. moderate.

HONGKONG TIDE TABLE.

From 3rd to 9th March, 1916.

Days of Week	Days of Month	HIGH WATER			LOW WATER		
		H'cong. Mean Time	Height ft.	ft. in.	H'cong. Mean Time	Height ft.	ft. in.
Fri.	3	h. m.	4.7	3.11	h. m.	2.8	1.7
Satur.	4	9 32	4.7	2.26	9 56	3.44	2.0
Sun.	5	9 43	5.0	3.44	10 19	3.15	2.2
Mon.	6	10 19	5.3	4.15	10 44	3.68	1.9
Tues.	7	11 19	5.8	4.42	11 44	4.42	1.7
Wed.	8	11 10	5.8	5.27	11 10	5.27	1.8
Thurs.	9	11 03	5.6	6.13	11 03	6.13	2.6
		11 03	5.9	6.13	11 03	6.13	2.1
		11 03	5.9	6.13	11 03	6.13	2.1
		11 03	5.9	6.13	11 03	6.13	2.1

ON SALE

AT THE

**HONGKONG DAILY PRESS
OFFICE.**

NEW AND UP-TO-DATE

**PLANS OF THE SI-KIANG
ON
WEST RIVER.**

PRICE—ONE DOLLAR.
Giving all the Important Towns and
From CANTON to WUCHOW.

ANXIETY OF THE KAISER.

PUBLICATION OF SPEECHES PROHIBITED.

Whatever Dr. von Bethmann Hollweg
may say in order to reassure the people,
there appears to be no doubt that the Kai-
ser himself realizes the position acutely.
His recent speeches have been of such a
character that the German newspapers are
forbidden to publish them, as they are filled
with allusions to the Kaiser's anxiety
and to his preoccupations, and there is no
desire to allow the enemy to imagine that
such a feeling as anxiety regarding the
outcome of the war is possible to the Ger-
man leaders. During the three days' con-
ference which the Kaiser held with Field-
Marshal von Hindenburg he was excep-
tionally outspoken with regard to the
gravity of the situation in the northern
portion of the Russian front, and to the
danger of the German Empire which is in-
volved. It is also clear that the Kaiser's
extraordinary speeches reveal a condition
of mental confusion on the part of the
Government, and an inability to decide on
the right measures to adopt. Many news-
papers give warning regarding serious in-
ternal troubles, and the censorship is no
longer able to restrain them from publish-
ing their opinions with unprecedented fran-
kness. They assert that the hopes
founded on the Balkan campaign with re-
gard to the removal of any prospect of
famine in Germany are now seen to be en-
tirely without foundation. Rumania has
added enormous export taxes on its grain,
and Bulgaria never was a source of sup-
ply of any consequence for Germany. The
newspapers add that the greatest danger
which Germany now has to face is the in-
creasing spirit of demoralization which is
spreading over the people. It is also ap-
parent that the internal situation is much
graver than was at first believed. It ap-
pears that in the recent rioting in Berlin
at least 50,000 people participated. The
police who charged the mob are said to
have killed and wounded many of the
rioters, and the Crown Prince was sub-
jected to offensive cries from the mob.

MISERY OF THE POOR IN BERLIN.

The Flushing correspondent of the Tele-
graph has interviewed the German-born
wife of a British workman who lived in
Berlin and has been allowed to return to
England after sixteen months' internment.
The wife, with her five children, who was
on the way to join her husband, describes
life in the poorer quarters of Berlin as
horrible.

She had to appear before the police twice
daily, and was subjected to continual in-
sults from her neighbours, who smashed her
windows and beat her children. But the
greatest fear of the authorities, she declared,
was a revolt owing to the discontent of the
people. Several riots had occurred. Shops
were plundered and mounted police and
Uhlans charged the crowds, composed
mainly of women. The misery among the
working classes was considerable, and was
increasing daily.

TRANSPORT SAVED.

TROOPER STEERS WHILE SHIP IS SHELLED BY
"U" BOAT.

It has now become known that when a
transport, conveying the Lincolnshire
Yeomanry, was attacked by a German
submarine in the Mediterranean on
November 3rd, a Hornet-class torpedo boat
displayed great gallantry, and was respon-
sible for the ship reaching safety.

A shell swept part of the bridge away,
taking with it the steersman. Trooper Ed-
win Thompson immediately rushed for-
ward and took charge of the wheel, al-
though he had never before been on board
a ship in his life. He was ignorant of
how to steer, but the captain, while un-
able to give verbal instructions, made arm
signals as to which way the wheel was to be
turned. Throughout the shelling, which
lasted over an hour, Thompson stuck to
his post, in spite of shells bursting near
him, and it was due in a great measure to
his courage that the lives of those on board
were saved.

Prior to the war he was a groom in the
service of the Hon. R. P. Stanhope at
Revesby Abbey, Lincolnshire.

AFRAID OF THE TRUTH.

SUPPRESSION OF A GERMAN PAPER.

A sensation was the permanent sup-
pression by the German Government of
Maximilian Harden's weekly review, *Die
Zeitung* (The Future). The article which
caused the seizure of all the copies left in
Berlin was as follows:—

"While the Government and its Press
are striving strenuously to convince the
German people that victory is already vir-
tually won the truth remains that no de-
cisive victory has been gained and that
Germany has still to maintain a terrible
struggle for her existence. It would be
patriotic, seeing that ours is an intelligent
and patriotic nation, to tell it the truth rather
than to dazzle it with illusions. Thereby
they are only courting the disasters which
cannot fail to result from the breakdown
of public confidence—which will be inevi-
table when the real elements in the situa-
tion become more generally known both by
the soldiers at the front and by their people
whom they have left behind at home. Tell
the German people the truth and the peace
movement which threatens formidable de-
velopments will end in smoke. If, on the
contrary, you continue deceiving them the
consequences will be irreparable. Bismarck
would have avoided the mistakes made by
the present rulers of Germany. In the
first place he would have put off any
declaration of war until the moment when
he was absolutely certain not to find him-
self faced by a crushing coalition of the
enemy, whereas Germany threw herself
into the conflict under the erroneous con-
viction that England would remain
neutral."

BRITAIN'S EFFORT.

MR. LLOYD GEORGE ON THE GERMAN MENACE.

[BY IVOR NICHOLSON.]

Mr. Lloyd George is energy personified.
Whatever enterprise he essays he puts
every ounce of energy he possesses into
the work. He is not one to consider the
nicely-calculated loss or more when he
deems the safety of his country and all he
holds dear to be at stake. But let no one
imagine (and this is the definite impres-
sion of an intimate talk with Mr. Lloyd
George) that the soulless atmosphere of
machinery and shells in which he now lives
has driven out the dreamer. Amid all the
shots and the shells, he has not lost the
vision.

When I saw Mr. Lloyd George just re-
cently at Walton Heath, my first question
to him was, whether he now thought that
England was really putting her whole
weight into the war, to which he replied,
"England is preparing to put her whole
weight into the war, and Germany will feel
it in a very short time. It is an effort
such as England has never made before—
a truly prodigious effort. In the days
before the war she had the greatest fleet
in the world, but now she has one of the
greatest armies, and in a very short time
it will be about the best equipped army
in the world." Mr. Lloyd George spoke
of this achievement with evident pride,
and continued: "But that is not all: a
new Britain is now being developed; a new
being developed; a new industrial Britain.
Under the great pressure of the war we are
increasing and improving and quickening
our industrial resources to an extent which
would have been impossible but for the
demands of this conflict."

RICHER IN TRUE WEALTH.

"Let me give you just one example,"
remarked the Munitions Minister. "In
the first place, we have introduced scores
of millions worth of automatic machinery,
which will have an enormous effect upon
our industries, when the war is over. In
addition to that, we are adding to our
already great industrial army of skilled
workers, and we shall need them all in the
future to repair the ravages of the war.
This country, therefore, so far from being
impoverished, will be richer in everything
that constitutes real true wealth. We
shall be a better organised, better equip-
ped, better trained, and what is more im-
portant, perhaps, a better disciplined na-
tion. In fact, we shall indeed be a nation
and not a congeries of conflicting in-
terests."

There is not a more essentially pacific
man in Great Britain to-day than Mr.
Lloyd George, but he loves liberty more
than life. "As you know," he said when
I referred to this point, "I have always
opposed the settlement of international dis-
putes by organised force. I fought the
doctrine for three years when I thought
my country applied it in South Africa,
and I was in favour of Britain entering
into this war because I saw in it the only
means of destroying this hideous German
menace to peace and civilisation. Every-
thing that has happened in the eighteen
months of war tends only to confirm me
in what Mr. Asquith has called the 'Great
Decision.'"

I reminded Mr. Lloyd George of a noble
dictum of Mazzini's. "Ah," he comment-
ed, "I am glad to see you have read
Mazzini. I revelled in his words thirty
years ago." Mazzini said that war is the
greatest of crimes when it is not waged for
the sake of a great truth to enthroned or
a great lie to entomb. "Yes," added Mr.
Lloyd George with vivacity, "the Allies
are engaged in a mighty effort to dig the
grave of that wicked lie that might be
right, and mark you we shall not cease
to strive to our utmost until we have
dug the grave deep and wide, and can
abandon our united toil in the firm con-
viction that we have insured beyond all
possible doubt against its resurrection."

THE TWO GERMANIES.

Mr. Lloyd George is not one of those
perfidious patriots who imagine they are
doing their country a service by decrying
everything German. In talking on this
phase Mr. Lloyd George said: "I think
that America and all of us should realise
that there were two Germanies before the
war. On the one hand there was the in-
dustrial, the commercial, and the intellec-
tual Germany, and in a most remarkable
way she has tended the three elements.
Now that Germany," said Mr. Lloyd
George with emphasis, "was rendering a
great service to civilisation. It was con-
quering the world by the success of its
example, and that conquest would have
proved a very genuine blessing. It would
have been the means of saving some of the
terrible waste from which most of the
social evils of humanity spring. As an
ardent social reformer I freely confess
that I myself was learning a good deal
from that side of Germany, particularly
in the direction of municipal and national
organisation."

"But this is my other point. Side by
side with this Germany which we admired
was the military Germany. These two
Germanies could not live together. The
rapid and beneficent development of this
first Germany meant the permanent over-
throw of the old barbarous Germany—for
in spite of the fact that it employed the
weapons of science and culture, it was none
the less barbarous."

Among the newspaper cuttings which I
treasured is one of an interview given by
Mr. Lloyd George to an English Radical
paper on New Year's Day of the fateful
1914. In a sense it is the most ironical
comment that one could possibly read on
the bloodshed in which half the world now
welters. It is a plea for sanity in arma-
ments. I called Mr. Lloyd George's atten-
tion to this previous cutting, and to the
remark which he then made, to the effect
that the commonsense of the industrial
classes—be they capitalist or labour—had

been against the organised insanity of
armaments, and the race for supre-
macy.

"WE ARE GOING TO WIN."

Mr. Lloyd George remembered this ob-
servation well, and said, with characteris-
tic insight, "The German military classes
saw this fact just as clearly as I did.
They made a most desperate effort for that
very reason to re-establish their preloin-
ance. Germany started spending money on
her army as well as on her navy. I saw
that this could only mean one thing—
namely, that the military class was deter-
mined to strike at the earliest possible mo-
ment, and the real menace of Germany was
once more to be found in her army."

I had the great privilege of seeing Mr.
Lloyd George just a year ago at the Treas-
ury, when he was Chancellor of the Ex-
chequer. I remember preparing with great
care to put a question which I introduced
by saying rather tentatively, "In the
event of our winning the war," but I
got no further, for Mr. Lloyd George
swooped down upon me with the remark:
"We are going to win." There was no
more to be said, and I retired with as much
dignity as was possible under the circum-
stances. When I saw Mr. Lloyd George a
few days ago I reminded him of this
episode, and it was really an inspiration
(which I hope will reach every despondent
soul) to hear him say, with just the same
vigour and just the same flesh in his eye:
"And I am still of that opinion." To my
question about the strength and solidarity
of the Alliance Mr. Lloyd George replied
at once: "The Allies are as firmly united
now as at the beginning of the war." When
I hinted at the possibility of indus-
trial trouble at home Mr. Lloyd George
retorted: "I refuse to believe that such a
thing will occur. I am convinced that
those who would entertain for a moment
the idea of thus hampering our gallant
troops at the front are but a very small
fraction of the workers." I made an allu-
sion to industrial compulsion, and Mr.
Lloyd George remarked, with a tinge of
indignation: "It is merely a bogey em-
ployed by those who would create trouble,
in order to further their object."

A PERNICIOUS IDEAL.

In spite of Mr. Lloyd George's firm and
wise confidence in victory for the Allies I
thought I would just ask him what he fore-
saw if we were defeated. "If the military
class in Germany should win," said Mr.
Lloyd George with great vehemence, "their
triumph would be permanent. Make no
mistake, we should witness the triumph of
an ideal, a pernicious ideal, of course, but
a potent one. It is just the old idea of
organised force which has been the basis
of all military empires. The German of
quiet, pacific development, the Germany
that was concerning herself with the im-
provement in the condition of her people,
the Germany that was increasing her demo-
cratic vote by millions at each successive
election, would vanish from the sight of
this generation, and in its place what
should we see?"

Mr. Lloyd George paused, and then said:
"We should see a Germany of triumphant
warriors, seeking whom they could devour;
looking out for fresh spheres of conquest;
I say fresh hemispheres to conquer."

Much as every Briton admires the great
New Army which has grown so silently but
effectively in these last eighteen months, it
has not dislodged the premier affection for
the other Service. I know a little boy who
thanks God for the British Navy every time
he says his blessing at table. No one could
feel a greater debt of obligation to the
Fleet than Mr. Lloyd George. "If we
overthrow German militarism now," he
said to me, "it is because our command of
the sea has given us time to organise, and
so make good our unpreparedness. You
have only to imagine what would have hap-
pened if the command of the sea had not
been ours, or if it had been wrested from
us. We could have been overrun as easily
as the Balkan Peninsula. Within three
months—three months, mind—of the de-
claration of war London would have fallen
as quickly as Belgrade. France would
have made a gallant resistance, so
would Russia, but the armies on the North
Eastern frontier of France could have been
turned by descent on her South and West
coasts. If Germany were to win this war
Europe would be helpless. Let us never
forget that indisputable fact. Russia and
France would not be permitted to build up
great armies to defend their frontiers; and,
of course, the command of the sea would
be taken from Great Britain."

"And what about the Monroe Doctrine?"
I inquired.

"I cannot help wondering," replied Mr.
Lloyd George, with a mischievous twinkle
in his eye, "if in that event it would fare
better than the British Fleet!"

FORTHCOMING EVENTS.

TO-DAY.

2 p.m.—Annual Flower and Vegetable Show
in the Botanic Gardens.
10.30 a.m.—Annual Flower and Vegetable
Show in the Botanic Gardens.
8.30 p.m.—"The Angel in the House" by the
Hongkong Amateur Dramatic Club, in aid
of Blue Cross Fund.

Monday, 6th March.—
9.30 p.m.—"The Angel in the House" by the
Hongkong Amateur Dramatic Club, in aid
of Blue Cross Fund.

Wednesday, 28th March.—
11.30 a.m.—Chine Sugar Refining Co., Ltd.,
Meeting of Shareholders.

The old King Sisowath of Cambodia has
issued a solemn proclamation to all his
people, authorising, "with an unspokeable
proudness," his subjects to enlist "under
the flag of the noble and generous France,"
in order to serve in the armies, arsenals and
workshops of the metropolis. Two bat-
talions of soldiers will be formed, one in-
cluding trainees will be formed, one in-
cluding the second volunteers. Besides
these two battalions, volunteers will be able
to enlist.

THE ST. MIHIEL SALIENT.

GERMAN CROWN PRINCE'S EFFORTS.

Mr. H. Warner Allen, special correspondent of the British Press with the French armies, in the course of an article wrote on January 23rd:—

It was during the famous "Race towards the sea" in September 1914, that the Germans succeeded in establishing themselves at Saint Mihiel. Their initial success in reaching Saint Mihiel filled them with triumph, and their strategists counted on the Crown Prince's army sweeping round through the Argonne and joining up with the German army operating on the Meuse. Events, however, have proved how exaggerated were their hopes. They saw the direct railway line between Verdun and Nancy, and this was the utmost limit of their success. The Crown Prince has for over a year tried in vain to break through the French line between Saint Mihiel and Verdun, and has not succeeded in attaining a single objective of either strategic or tactical importance. At Saint Mihiel the Germans had themselves face to face with the natural barrier of the Meuse, which has advanced towards the west, and their triumph has now been reduced to the empty satisfaction of maintaining themselves in what appears to be an impossible position.

The French trenches in this section are extremely well kept, and have comparatively little mud. The general is a rigid disciplinarian, and he has a way of visiting with the greatest regularity every yard of trench near the enemy. Sometimes he will call up the man responsible for a particular section, and will say: "I got my feet wet to-day in your trench. Don't let that occur again. A very few minutes later fatigue parties are very busy removing every trace of mud from the offending trench. The general made a remark that I have often heard before in various sections of the front. "It is surprising," he said, "the fuss that the Germans kick up when they are being fired upon. Our men simply sit tight and stay quiet, while the Germans shout and scream as though we were taking an unfair advantage in hitting them at all." The case is the same with the German wounded, who as a rule are far less stoical than the French.

The precautions taken against asphyxiating gas in this section are of a most complete character. Every man has his mask, and he is bound always to have it with him. The colonel in charge calls upon every man whom he passes in the trenches to show his mask, and vice versa the man who has forgotten it. As a matter of fact, on the heights of the Meuse there has been comparatively little danger from this form of German "kultur." The men have been carefully trained in everything that should be done in such circumstances, and are now confident that they can successfully meet any attack of this kind.

Fighting in this district at present is very difficult, as the Meuse has flooded the low-lying lands in the valley, and there is quite an expanse of marshy ground over which it is impossible to pass.

THE BAGHDAD RAILWAY.

The *Hamburger Fremdenblatt* gives some interesting particulars with regard to the present position of the Baghdad Railway. Work on those portions of the line which were being constructed before the war began has been completed. Between Aleppo and Bagdad two sections of the line have been completely finished, and are now in use, viz., the section from Mosaic to Ras-el-Ain (about 136 miles), and the section from Samarra (about eighty-eight miles). Between these sections lie the stretch of line from Ras-el-Ain to Mosul, and hence to Samarra, about 300 miles long. In view of the difficulty of getting labour and material, it is not likely that work on this section can be begun until after the war. The paper continues:—

Between Aleppo and Konia (and thence to Constantinople) the tunnels on the line which is to run through the Amanus and the Taurus ranges have not been finished. The Amanus line, however, has been connected with the Baghdad Tunnel (about two miles long) since June 1st, 1915, and the work is being so rapidly proceeded with that on February 1st, 1916, the stretch of railway from Islatie to Mamure may be opened as a branch line, and it is expected that it will be in full working order by October 1st, next, as the main line. After that it will only be necessary to complete the Taurus section of the line to link up the Syrian railway systems with Constantinople. There are, however, a number of tunnels to be constructed in this area, and their total length will probably be about eight or nine miles. This work can hardly be completed for two years, and in the meantime the road is used in the places where the railway will run by-and-by.

The total length of the Baghdad Railway from Haidar Pasha (opposite Constantinople) to Konia and thence to Bagdad is 2,435 kilometres (about 1,510 miles), made up as follows:—

	Kilometres.
Haidar Pasha—Eski Shehir	315
Eski Shehir—Karahissar	182
Karahissar—Konia	282
Konia—Kara Pounar	293
Kara Pounar—Adana	77
Adana—Islatie	153
Islatie—Aleppo	142
Moslem (Aleppo)—Mosul	433
Mosul—Bagdad	400
(1,510 miles).....	2,435

Of this total mileage, the *Fremdenblatt* adds, 1,083 miles are already in use, and when the Amanus branch is opened on February 1st this figure will be increased to 1,117 miles, leaving only a comparatively small distance still to be covered. The rolling-stock in use is of the best quality, and is worthy of its German manufacturers.

IN THE VOSGES.
STEADY FRENCH ADVANCE
CAUTIOUS GERMANS.

In the Vosges, writes Mr. H. Warner Allen, special correspondent of the British Press with the French armies, there has been a slow but steady advance of the French lines. This advance is not very apparent on the ordinary small-scale map, but on the ground itself one realises its importance and reality. In mountainous country, with hills as steep as the sides of a house, swift progress is naturally impossible, but the French have been steadily nibbling away at the German positions and extending their hold on the debatable ground between the lines.

In the mountains, there is little night fighting. The ground is so difficult that in the darkness a man who attempts to leave the beaten track has every chance of breaking his neck by falling over a rock or dashing his head against a pine trunk. The Germans have tried one or two night attacks, hoping to break through the barbed-wire defences by sheer weight of numbers, but these experiments have proved very costly to the enemy, and have produced no results worth mentioning. The French, on the other hand, in the daylight drive back the German patrols, and after they have gained a few more hundred yards, set to work to protect their new advance with barbed-wire entanglements. Their last considerable success at this point took place last November, when, in the particular section I visited, they advanced 600 yards without a casualty. Then, at nightfall, two battalions set to work to establish entanglements round their positions, and kept hard at it all night long, covered by a company which kept up a steady fire on the German lines. The Germans replied with their rifles and wounded a few men, but the work went on, and the next morning another piece of ground had been definitely reclaimed from the pollution of the invader.

As things stand to-day, the French hold the slopes and summit of a hill that runs up to an altitude of about 3,500ft. They have extended their position as far as a small "col" which runs from this hill to another summit, about another hundred feet higher. This second summit is still in German hands. From there the lines descend abruptly into a ravine. In this ravine the French have the upper hand, for they have occupied a mound about halfway down it, which holds a commanding position. Then the barbed-wire entanglements again ascend a steep hillside, and trace out a semi-circular front, which, at the highest point, is in close contact with the enemy. The result of this complicated situation is that frequently French and German are face to face, with only a few hundred yards of air between them, though before they can come to a hand-to-hand tussle they have to climb a long way down into the ravine below, and up again on the other side. As a general rule it is wise to make a detour, to avoid the danger of bullets fired at so close a range, but these are days when the Germans are subdued, and one is pretty sure that they will not fire unless they are fired upon.

So it was that we were able, in small ground, to pass over a particular section of the path which they could at any moment have swept with a mitrailleuse. A day or two before they had received what the French called a *correction sérieuse* (a serious lesson), and had tested by experience the effect of 6,000 shells thrown into their lines in a single day. The day was there they had been given a holiday, and they were extremely anxious not to break its tranquillity. Consequently they let our party pass without a shot being fired.

We should never allow any excitement of this kind on the German side," said a French officer as we were passing. "Our sentries are ordered to fire on every man they see, consequently the Germans are very careful not to show themselves. They must have to walk miles to avoid the paths which are under our fire. Of course, they may have let us off this time, as the sun is rather in their eyes. It is surprising how difficult it is to see what one is on a hillside and the sun is low and facing you."

Sometimes, however, one is suddenly brought back to a realisation of war. Aeroplanes can be of but little assistance in this thickly-wooded country, yet from time to time a reconnaissance is attempted, despite the great difficulty of finding ground flat enough for landing. Then the valleys begin to echo with the reports of anti-aircraft guns, and little puffs of shrapnel break out all across the sky. The aeroplane passes on its way serenely and disappears behind a hill top, while the sound of the guns dies gradually further and further away. In this woodland warfare, in which for the greater part of the time men are fighting an unseen foe, men depend much upon their officers. In the section of which I am speaking they have a general whose daring and gaiety have had no small effect on all the soldiers who obey his orders. Recently he was visiting the first line when a German soldier exploded in the trench only a few yards from where he was standing. There was a polli standing at the general's side, and at the explosion he threw up his hands and staggered back against the wall of the trench. The general stood firm and erect, never moving a muscle until the danger over, he turned quietly to the soldier, beside him and said: "You should salute the shell, that salute your general."

Continual vigilance is necessary in these mountains, for at any moment a German patrol may try to worm its way through to a point within rifle shot, hoping to pick off a sentry or some incautious soldier. The sentries are always on the *que vive*, and at night are assisted by watchdogs, which sleep in kennels beside their masters. One of these dogs is famous for two things. In the first place he bites every French soldier who comes near him, except his master, and in the second he sleeps so soundly at night and snores so loudly that most of the French soldiers, whom he is supposed to guard, declare that he is absolutely useless. His master, however, says that such accusations are libels. It is true that Mitrailleuse, as he is called, is rather short-tempered, and sometimes takes a small piece off a soldier's leg when it is offered too temptingly; also, he

AIR SUPREMACY.
TRUTH ABOUT THE FOKKER.

"What's the latest from home?" Is it really true that the German airmen are "getting the hang" of our flyers? This is the topic of the moment-out, here (says Reuters' representative at British Headquarters, France) and the newspapers of the last few days provide a sufficient explanation of the reason why. I take it that what Tommy in the trenches is asking, his relatives, i.e., the entire British public, will also be wondering. And so, although I deal fairly fully with the subject in my last despatch, I must plead the interest which has been aroused as my excuse for returning to it. I would begin by giving, not on my own responsibility, but on the strength of what I have gathered from those best qualified to speak, a definite negative to the question in the opening paragraph. The Fokker has not been springing upon our Royal Flying Corps as a surprise. Its existence has been known for months. It has been in service for many weeks. But this, it is undoubtedly true to say, that the aviators who operate these machines have been displaying an increasing degree of confidence, no doubt due to their perception of the qualities of their planes. These qualities are: (1) The advantage of very rapid climbing; (2) a speed of at least 100 miles an hour under reasonably favourable conditions; (3) a very effective type of gun-mounting; and (4) successful shooting. It is scarcely relevant to the question of the success of the Fokker to say that we possess a type of aeroplane which forms a satisfactory response to it. The British official communications for some weeks past have admitted a considerable measure of achievement by these German machines. This is the one fact which we have to consider at the moment. *En passant*, I would point out that our communications probably form an imperfect record of the degree of damage which British airmen have inflicted upon the enemy flyers. The wording is always studiously guarded where there is the least possible room for doubt as to the completeness of the result. The term "was brought down" is only employed when such a success is beyond question. "Was seen to descend" is the description applied to many cases in which there is no sanguine expectation to conclude that real mischief has been inflicted. The fact is, that our air service is too confident in its own efficiency to want to overstate its claims.

CASUALTIES, TWO PER CENT. We established the aerial initiative almost from the beginning of the war, we have steadfastly maintained this initiative throughout. I emphasise this fact at the risk of repetition, because a clear appreciation of it is so important in a correct understanding of the aerial situation. The Fokker, as Mr. Pountney briefly explained a few days since, does all its work in a defensive rôle. Therefore, the "bags" which the German airmen have been claiming do not in any way stand for the passing of our air supremacy, but for the more successful resistance to our policy of ceaseless activity.

This brings us to the interesting discovery of how small is the increased toll which has been levied by the German airmen, relatively regarded, as may be gathered when I say that, as the result of a little calculation I have made, I find that the proportion of casualties which are worth reporting at all in our air service do not represent more than two per cent. of the number of flights made in normal weather.

One does not need to be gifted with any particular prophetic quality to forecast that the success of the Fokker aeroplane, which has heretofore mainly rested on unequal conditions, will before long be effectually countered. Losses we must always be prepared to face in fighting a determined and resourceful enemy, but, in the air, these will not continue to be losses due to inequality in the matter of the craft employed. We have a machine which is capable of meeting the Fokker on its own terms. The "personal ascendancy" of our airmen may be confidently trusted to do the rest.

HOW THE MACHINE HAS BEEN OVER-ESTIMATED.

"The Fokker is not a new machine, nor does it embody any novel characteristics or hitherto untried perfections. It is just an ordinary monoplane rather heavily engine and consequently possessing great speed and climbing power, while being well adapted for rapid manoeuvring. As everyone acquainted with the subject knows perfectly well, we have plenty of machines able to cope with it. We possess machines at least as powerful, quite as efficient, and speedier, and the engines too. These Fokkers and other machines of similar type are utilised simply as aerial destroyers, and not for the primary legitimate purpose of the aeroplane, which is that of reconnaissance. Have we no destroyers capable of downing the German reconnaissance planes? We have, as the Hun would know to their cost, if they ventured over our lines, which they have strict injunctions not to do."

"The majority of the British machines reported as having been brought down and inferentially destroyed were, as a matter of fact, forced to descend, often making our own lines, by a wound inflicted on the pilot or observer—a very different matter from the sense of total destruction which it is sought to imply."

"Surely it is a strange proceeding nowadays to take the Hun at his own valuation and to judge him according to our own standard of honesty."

snore, and he sleeps well when there is no danger, but he is awake and growling at the slightest sound that may come from the enemy's side. As a rule such a sound is the cracking of a stick or a rustling of dry leaves, followed, when an adventurous German is reaching the French lines, by the sound of a shaking wire. In this fighting the bayonet has a manifest advantage over the rifle. Rifles mean cartridges, and cartridges are heavy. Moreover, in this broken country, many cartridges are inevitably wasted. The bayonet needs nothing but itself, and when it has been driven into and scientifically withdrawn from a German body it is still as useful as ever.

WAR "PROSPERITY."

ITS LESSONS.

(By T. SWINBORNE SHELDRAKE, THE WELL-KNOWN ECONOMIST.)

This article will not bore you with statistics, and I shall try hard not to write anything to embitter the relation between employer and employee—we cannot afford to quarrel among ourselves with the enemy at the gate, even if we wanted to do so. But I wonder whether we all realise what an extraordinary object-lesson war conditions are giving us of the short-sightedness of partisan economics? Let us forget for a moment that we are Fre. Traders or Protectionists and examine a few facts.

Before the war we used to talk about the large class of unemployed men and accepted as an axiom that they must always continue to exist as unemployable. Where are they now? It is the rarest thing to see a tramp, and you will not ask me to believe that all those broken wails and strays joined the Army.

No, they have been absorbed into the industrial life of the nation owing to scarcity of labour. To-day every man can get a job of some kind, and we see that the number of those who were unfit for anything was infinitely less than we thought.

Then we know that from three to four million unemployed men, the prime of our manhood and pick of our race, have taken up arms by land or sea.

We know that it takes an average of at least one and a half men to keep one fighting man supplied with munitions, stores, clothes, accoutrements, snip, to carry him, and so on. Let us put down the number so engaged at 5,000,000 units of labour, since some of them are women.

In other words, owing to the war, we have abstracted from our normal labour supply nearly 8,000,000 units.

In normal times we shall be safe in assuming that 85 per cent. of our trade is home trade, and certainly not more than 15 per cent. foreign and over-seas trade.

It is perfectly clear, therefore, that if no other factor had intervened to upset our calculations the deflection of these 8,000,000 units of labour must have resulted not in mere shortage of labour, but merely inability to keep up the export trade, but utter failure of production to cope with the home demand.

Yet we know that home trade is generally brisk, and that though the export trade has diminished, it has only decreased in value about 20 per cent. compared with the phenomenal year 1913.

WHY IT HAS HAPPENED.

How do we account for this amazing result? The more one thinks of it the more amazing it seems.

First, we are working harder than we did before the war.

Second, we have got rid of a great number of useless occupations.

Third, we have found that women and girls were quite capable of doing many jobs that custom had previously assigned to men.

Fourth, we have absorbed the so-called unemployable into industrial life.

"Temporary expedients," you say. "After the war, when the boys come back, we shall have to get rid of these people and re-install the men who have fought for us."

I quite agree that the fighting men have the first claim on us, but that it is inevitable that we should go back to the old conditions I cannot agree.

There is no such thing as surplus labour in this country. There is wasted labour, misdirected labour, inefficient labour, unemployed labour; but there is no surplus.

You can talk about surplus labour when every child has good shoes, warm clothes, and as much nourishing food as it can digest, a good home, a good bed, books, toys, and opportunities for real education. All the things, in fact, that the children of an Imperial race ought to have as their birthright.

When the children of Great Britain have these things we can be pretty sure their elders will not be having a very bad time.

And until they do get them there may be unemployment, but there is no surplus of labour. The unemployment is merely evidence that we have not succeeded in making the most of our greatest national asset—our own people.

While a single child is without boots obviously there is a demand for boots; the trouble is that we have all got into the way of looking at these things from the wrong point of view.

The old economists always referred to labour in the same way as they spoke of raw material or coal—simply as an element in production. A capitalist built a factory where he could get cheap power, cheap raw material, and cheap labour. Labour was cheap because it was unabsorbed—no other reason.

The entire conception is fundamentally wrong. The new generation has to realise a much higher ideal of duty on the part of the State. The State has not done its part in full until everybody who wants work can get it. Not that the State should itself create—certainly not, but it has not done its part until it has exhausted every legitimate means of encouraging wealth production and the sale of British goods abroad.

SELL BRITISH GOODS ABROAD.

We shall need every penny we can earn to pay off the cost of the war. Are we going to be content to allow capable, willing people to remain unemployed or partly employed? Are we going to trust to the existing organisation to find the people work?

If so, we shall drift back to the condition of a machine working at half-speed, which you will agree, is absolute waste.

Someone will object that this will entail flooding the market and ruining manufacturers. Not at all. You will be astonished to find what powers of absorption a well-paid and prosperous people can develop. Compare the spending power of an Australian or an American with the spending power of an Englishman.

But I am not relying solely on the British market for the consumption of goods. The extraordinary development of young

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17

countries abroad and the awakening of desire for the products of Western civilisation among the Orientals teach us that the markets exist, that they will expand more rapidly than our output, and the only thing needed is a national policy to direct our efforts towards the most beneficial end.

People are obsessed with the idea that the wealth of the country is a definite sum, which can be conserved or consumed, but only added to by getting part of the wealth that belongs to some other nation.

They make the mistake of not seeing the difference between realisable value and potential wealth. In time of war we ought by all means to conserve our realisable values, but we ought to develop our potential wealth at all times.

And by potential wealth I mean, of course, capacity to produce, means of

transport, and the utilisation to the full of the bounties of Nature. We want a policy directed towards making the most of every advantage our country possesses. Our labour as well as our capital, our geographical position as well as our soil.

The realisable value of an acre of land may be small, its potential wealth very great. Drain it, manure it, get rid of the weeds, cultivate it intensively, and make arrangements for disposing of the produce, and it at once becomes of great value.

People are worrying about the unemployment problem to follow the war. They are wrong. They ought to be agitating to see that the Government is laying plans to help us dispose of British goods abroad.

That is the policy which underlay Germany's success, and that is the policy we ought to adopt.—*Daily Mail*.

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